

b2  
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C1

-- 1. A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system including at least one shock-absorption component for a compression phase and for a decompression phase; at least one valve assembly with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve with a constricted cross-section hydraulically paralleling the flow-regulating system; at least one flow regulating system for the compression phase and at least one flow regulating system for the decompression phase in form of regulating valves with variable flow constriction, said flow resistance being continuously stepless variable for providing continuous damping between soft and hard damping, said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfers rapidly from open to close positions corresponding to upward wheel shocks and sudden wheel accelerations, so that sudden jolts are prevented when shifting between soft and hard damping for comfort in riding in said vehicles.

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4. A dashpot as defined in Claim 1, including previously adjusted pressure-dependent valve assemblies with a fixed flow cross-section for said compression phase and said decompression phase and having a hard performance curve, said valve assemblies hydraulically paralleling said system flow-regulating and said shock absorption component.

5. A dashpot as defined in Claim 1, including previously adjusted pressure-dependent valve assemblies with a fixed flow cross-section for said compression phase and said decompression phase and having a soft performance curve, said valve assemblies can be activated and deactivated individually or separately, said valve assemblies hydraulically paralleling said flow-regulating system and said shock absorption component.

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6. A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a separate unit in form of a flow regulating block outside the dashpot and communicating with said dashpot through hydraulic-fluid lines.

7. A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a position thereof.

8. A dashpot as defined in Claim 1, wherein said flow-regulating system and said flow- shock-absorption component are accommodated in a bottom valve thereof. --

b7

9. A regulated dashpot with shock-absorption force controls, for motor vehicles, comprising: at least one flow-regulating system including at least one shock-absorption component for a compression phase and for a decompression phase; at least one valve assembly with electrically variable flow resistance regulated by a regulating valve; at least one fixed bypass valve with a constricted cross-section hydraulically paralleling the flow-regulating system; at least one flow regulating system for the compression phase and at least one flow regulating system for the decompression phase in form of regulating valves with variable flow constriction, said flow resistance being continuously stepless variable for providing continuous damping between soft and hard damping, said bypass valve preventing pressure pulses in damping fluid when said regulating valve transfers rapidly from open to close positions corresponding to upward wheel shocks and sudden wheel accelerations, so that sudden jolts are prevented when shifting between soft and hard damping for comfort in riding in said vehicles, said flow-regulating system and said flow- shock-

absorption component being accommodated in a separate unit in  
form of a flow regulating block outside the dashpot and  
communicating with said dash-pot through hydraulic-fluid  
lines. --

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